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Response to Notification of Non-Compliant Appeal Brief
(Serial No. 10/539,293 -- Docket No. 7863-84347)

PATENT
7863-84347

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
BEFORE THE BOARD OF PATENT APPEALS AND INTERFERENCES

Applicants:	Johannes BRUSKE et al.	Confirmation:	7521
Serial No.:	10/539,293	Group Art Unit:	3765
Filed:	June 16, 2005	Examiner:	R. H. Muromoto, Jr.
For:	SHAFT FRAME AND HEDDLE SHAFT FOR POWER LOOMS		

RESPONSE TO NOTICE

Commissioner for Patents
P. O. Box 1450
Alexandria, VA 22313-1450

February 13, 2009

Sir:

In response to the Notification of Non-Compliant Appeal Brief dated January 13, 2009, please substitute the attached Summary of the Claimed Subject Matter for that included in the Brief filed December 8, 2008.

Respectfully submitted,
FITCH, EVEN, TABIN & FLANNERY

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SUMMARY OF CLAIMED SUBJECT MATTER

The present invention is directed to a shaft frame for a power loom having a novel heddle support rail. As shown, for example in Fig. 1 of the present application, such shaft frames (2) which is moved back and forth at a high speed, are normally provided with two spaced parallel support rails (7, 8), on which a plurality of heddles (3) are mounted, with each of the rails extending into a respective eyelet (5, 6) formed in the head or end of each heddle, as described in paragraph 26 of the present application. In modern day power looms, the accelerations and braking forces during the back and forth movement are so great that the heddles(3), which as a rule are held with some play on the shaft frame (2), hit their bearings and dig in there. This process generates noise and wear and puts limits on the operating speed of a power loom. Accordingly, it is desirable to reduce the play between the heddles and the support rails (see paragraphs 3-6 0f the present application).

According to the presently claimed invention as defined in each of the independent claims 7-9, this reduction in play is achieved by providing the shaft frame with a novel heddle support rail (7) as shown in Figs 4-7 of the present application.

According to the embodiment of the invention shown in Figs. 4 and 5, and defined in claim 7, at least one of the two heddle support rails (7, 8) is itself comprised of two rail portions (7a and 7b) formed as two resilient spring legs that point away from each other, i.e., extend in opposite directions, as discussed in paragraph 42. The two rail portions (7a and 7b) both extend into a single end

eyelet (5) of a heddle (3), as can clearly be seen in Fig. 5, in order to support a heddle in a resilient manner. The two rail portions or spring legs (7a, 7b) are each generally C-shaped and are disposed symmetrically to one another relative to a horizontal plane (H) as can be seen in Fig. 4 and as described in paragraph 42.

Alternatively, according to the embodiment of Fig. 7, as defined in claim 9, at least one of the heddle support rails (7, 8), i.e., the heddle support rail 7, is divided into two parts (51, 55) which are diametrically opposed to one another and supported on the beam (46) connected to the frame (2). One part (51) is rigidly supported on the beam (46), and the other part (55) is movably supported on the beam (46) against the force of a compression spring (56) as described in paragraph 44 of the present application. The two parts or portions (51, 55) of the support rail are each a jib or support for insertion into a single end eyelet of a heddle. As can be seen in Fig. 7, the two parts (51, 55) are each generally U-shaped, with each having its longer leg, e.g., leg 53 of part 55, supported on the beam (46). As can be appreciated, the spring (56) will tend to spread the two parts (51, 55) apart in order to engage the interior of the end eyelet of the heddle and thus reduce any play.

Independent claim 8 is an original claim and is generic to both of the embodiments shown in Figs. 4-7. This claim recites that the that the support rail 7 be formed of two jibs or parts 7a, 7b as shown in Figs 4 and 5 and described in paragraphs 42 and 43, or members 51, 52 as shown in Fig. 7 and described in paragraphs 44 and 45. As can be seen an the figures and as described, the two

jibs or members 7a, 7b and 51, 52 are diametrically opposed from one another and are received in a single eyelet 5 of a heddle 3. The two opposed receiving jibs or parts 7a, 7b or 51, 52 are tensed resiliently away from each other as described in paragraphs 43-45 as a result of the oppositely directed spring legs 7a, 7b of Fig. 4 or by the spring 56 of Fig. 7 so that they receive the heddle eyelet without play..

Both embodiments of the single heddle support rail according to the Figs 4-7 of the present application, and which extend into a single end eyelet of a heddle, will dampen impacts and shocks created by the heddles moving on the heddle rail due to sharp acceleration and deceleration during operation.